

# ALONG THE TOWPATH

A quarterly publication of the  
**Chesapeake & Ohio Canal Association**

An independent, non-profit, all-volunteer citizens association established in 1954 supporting the conservation of the natural and historical environment of the C&O Canal and the Potomac River Basin.

VOLUME XLIX

September 2017

Number 3

## Experience a Fine Autumn Walk in Western Maryland – The 2017 Heritage Hike

By Steve Dean on behalf of the Program Committee

Join fellow canal enthusiasts for a delightful autumn walk in the Hancock area on October 28<sup>th</sup>. This year's Heritage Hike will feature an opportunity to go for a one-way hike on a Western Maryland section of the canal. A happy hour and catered dinner will be hosted at St. Peter's Catholic Church in Hancock after the hike. The after-dinner program will feature Dan Filer, a National Park Service ranger familiar to many Association members, for an informative account of the Chesapeake Watershed Cooperative Ecosystem Studies Unit.

Long and medium hikers will meet at the Hancock Park and Ride lot at 261 East Main Street in Hancock (across from the Hancock American Legion). A bus will depart promptly at 10:00 a.m. and will provide transportation to two drop off points for the long and medium hikers. Both hikes will feature spectacular views of the Potomac River and hills on

either side of the river with bright fall foliage. The area has limited access points, so this will be an opportunity to enjoy one of the less visited parts of the canal.

The bus will drop the long hikers off at Lock 56 in Pearre, the starting point for a 12.9-mile walk back to Hancock. The long hikers will pass Locks 56, 55 and 54 and will be treated to the sight of Dam 6, which until 1850 was the western terminus of the C&O Canal. The hike will cover eight culverts

(Continued on p. 2)



*The Heritage Hike is always a popular way to enjoy a fall day on the towpath with friends – Photos by Steve Dean*



*The Round Top Cement Mill is one of the numerous features that will be passed during the long and medium hikes.*



on the way to Cohill Station, and a short side trip off the towpath to take a quick glance at Culverts 201 and 202 in Pearre, or Culvert 193 near Deneen Road, might be worthwhile for some hikers.

The medium hikers will start at Cohill Station, which was a hub of apple distribution in the heyday of the Hancock orchard industry. They will begin a 7.5-mile trek at this point. Both the medium and long hikers will visit Lock 53, below Cohill Station, and have an opportunity for another short side trip to Culvert 192. The route will continue on towards Hancock, and a spectacular view of the Round Top Cement Mill ruins and the Devils Eyebrow formation will be included along the way. The hikers will enter the town of Hancock, with its historic canal waterfront. At the old highway bridge crossing, near Buddy Lou's Restaurant, the hikers will cross over to the Western Maryland Rail Trail for the 0.8-mile return leg to the Park and Ride. A handout of the hike route will be provided to the bus riders.

Short hikers will park at the Hancock canal access parking lot, near the C&O Canal Bicycle Shop at 9 South Pennsylvania Avenue. They will walk downstream 1.5 miles to the Bowles House C&O Canal Visitor Center, which will be open from 10:00 to 3:00 for the Heritage Hike, thanks to Rita Bauman. They will observe the Hancock canal waterfront and cross Culvert 179, the Tonoloway Aqueduct and Lock 52 on their trek to the Bowles House. From the Bowles House, they can either cross over to the Western Maryland Rail Trail and return to their vehicles for a 3-mile round trip hike, or walk further downstream on the towpath to see Lock 51 and then return, making a 3.5-mile round trip. A handout will be provided to the short hikers for their route options.

A happy hour will start at 4:30 p.m. at St. Peter's Catholic Church at 6 East High Street in Hancock, followed by dinner at 5:30. The dinner will be catered and will feature chicken parmesan and a non-meat option of baked ziti with cheese.

During the program presentation at 6:30, Dan Filer will discuss the Cooperative Ecosystem Studies Unit (CESU), which is a network of 15 partners, including the NPS, created by Congress to provide education, research, and technical assistance to federal program managers through over 400 universities and non-governmental partners. The type of research ranges from anthropology to zoology. The Chesapeake Watershed CESU was created in 2001 and engages nine federal partners and 30 universities/non-governmental organizations. This presentation will include a sampling of completed and ongoing projects that showcase the value of this network to both federal managers and the American public.

Costs: Dinner is \$20. The bus ride is \$10 if paid in advance; \$12 on day of event. Please indicate number of dinner attendees and bus riders on the enclosed form, or register and pay on-line at [www.candocanal.org/calendar.html](http://www.candocanal.org/calendar.html). Reservations are required by October 16.

*A word about bus fees: The Association strives to provide bus service to enable our members to enjoy interesting and worthwhile one-way hike options. However, recent increases in liability insurance for bus operators have decreased the available options for service and driven up the insurance costs for the remaining operators. This results in increased bus fees for our events. While the cost increase is regrettable, it is a necessity if we are to continue to provide this option.*

(Directions are provided on p. 3)



*The Heritage Hike will offer three canal hike options in the Hancock area.*



*Long hikers can see Culvert 202 with its wooden deck by stepping just a few feet off the towpath.*



# President's Report

By Bill Holdsworth

Swains Lockhouse will start looking better soon. The National Park Service Centennial Challenge Program is providing a \$100,000 matching grant to support the rehabilitation of Swains Lockhouse. The NPS grant will be matched by \$108,160 raised by the C&O Canal Trust, the Friends of Historic Great Falls Tavern, and the C&O Canal Association. The Association and the Friends made a joint \$25,000 contribution. The Trust raised the bulk of the money. The park plans to award a contract for the work later this year.

Rehabilitation work will address deferred maintenance on the critically endangered lockhouse. After work is complete, Swains Lockhouse will be unique in being the first lockhouse accessible to visitors with disabilities. It will also be multipurpose, facilitated by the extra space provided by a 1890s expansion.

Part of the building will house the Canal Quarters program, with accommodations for up to eight guests. The newer part of the building will become a dining room for the Canal Quarters program, which will transform into a classroom space on spring and fall weekdays for the Canal Classrooms program. Park officials hope that students will be able to travel via canal boat from Great Falls to Swains on educational trips. Plans for an artist-in-residence during the offseason have also been discussed.

These rehabilitation projects are expensive and take a long time to bring together. Association volunteers have worked since 2011 to maintain the picnic area and campground around Swains under the Canal Steward program. The Association's Rachel Stewart Swains Lock Area Improvement Fund has a balance over \$20,000. We stand ready to help with the final stages.

There is other good news along the canal. Because the park plans to operate another canal boat in Georgetown in 2019, the park is shopping for new mules. The Association and the Friends of Historic Great Falls Tavern have agreed to jointly fund the purchase of two mules.

The Association has belatedly received a Certificate of Recognition from the Frederick County Board for the successful preservation of Monocacy Aqueduct in 2005. We're not sure how the certificate got misplaced 12 years ago, but it turned up recently in park headquarters. Still, I enjoy being reminded of the Association's legacy of good work.

Looking ahead to the future, our special projects committee is working on a strategic plan for the Association. We have a strong legacy, but conditions have changed since the Association was founded in 1954. Similarly our membership committee has formed a task group to address how to recruit new members.

Another committee is exploring the possibility of submitting a bid to host the 2021 World Canals Conference in Hagerstown. That year represents the 50<sup>th</sup> anniversary of the C&O Canal National Historical Park. Hosting such a conference would bring deserved recognition to our park, but would represent a huge commitment for the Association.

Many of us plan to attend this year's conference in Syracuse. We will be observing events there to help assess whether the Association would be up to the challenge in 2021.

*Note: One medium forest green fitted (women's) jacket with embossed Association's logo is available from the last Association apparel sale. Price \$34.00. Contact Bill Holdsworth if interested.*

---

2017 Heritage Hike Directions (Continued from p. 2)

**Directions to the Hancock Park and Ride lot:** From Interstate 70 east or west, take exit 3 to Hancock. At the end of the exit ramp turn right on Md. Route 144 (East Main Street) and proceed 0.5 miles. The Park and Ride will be on the left, just across from the American Legion.

**Directions to the Hancock C&O Canal Access and boat ramp:** From Interstate 70 east or west, take exit 3 to Hancock. At the end of the exit ramp turn right and proceed 1.6 miles to the intersection with Pennsylvania Avenue. Turn left on South Pennsylvania Avenue, proceed 350 feet and turn right on the Berm Road. Proceed approximately 150 feet on Berm Road and cross the canal on the bridge into the parking lot.

**St. Peter's Catholic Church from the east:** From Interstate 70 east or west, take exit 3 to Hancock. At the end of the exit ramp turn right on Md. Route 144 (East Main Street) and proceed 1.4 miles (or turn left out of the Park and Ride and proceed 0.9 miles on East Main Street). Turn right on North Church Street, then after 375 feet turn right on East High Street. After 350 feet turn left on Cemetery Road and parking will be available.

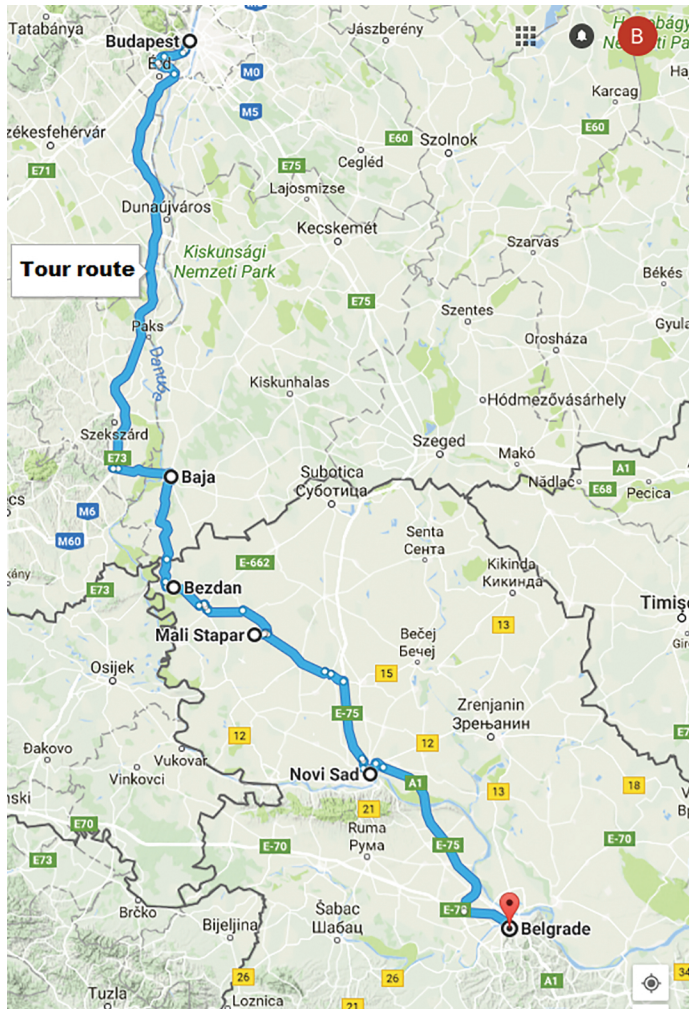
**St. Peter's Catholic Church from the Hancock Canal Access:** Cross the canal and turn right on to Berm Road, then left on South Pennsylvania Avenue. Turn right on Main Street, proceed 0.2 miles and turn left on North Church Street, then after 375 feet turn right on East High Street. After 350 feet turn left on Cemetery Road and parking will be available.



# A Budapest to Belgrade Cruise

By Bill Holdsworth

This spring my wife, Chris, and I enjoyed a tour that featured Hungarian and Serbian canals, as well as the Iron Gate region of the Danube. The six-day tour started in Budapest and ended in Belgrade. The journey was sponsored by Inland Waterways International, which promotes canals worldwide, and Danube Propeller, which campaigns for the development of nautical tourism in the Middle Danube region.



*The route of the tour*

Our small tour group was an international mix, including three Americans, several Britons and others from western Europe. Among the highlights of the tour:

**Beautiful Budapest:** This city has earned its status as a popular tourist destination. The Pest side of the river boasts a wonderful collection of Belle Époque buildings, dating back to the city's heyday as the co-capital of the Austro-Hungarian Empire. Ironically, the economic stagnation under four decades of communist rule helped preserve these late 19<sup>th</sup>-cen-

tury gems. And they sparkle next door to examples of brutalist architecture from the socialist era.

Budapest is a popular destination for European river cruises. We saw four large Viking cruise ships moored there and four similarly sized ships for a rival cruise line.

**Hapsburg canals:** Heading south from Budapest toward Serbia, we visited canals built during the 19<sup>th</sup> century when the area was ruled by the Hapsburgs, the Austrian royal family.

Hungary's Deák Ferenc lock served two purposes, first as the northern end of the Baja Bezdan canal and secondly as a pumping station to maintain the water level in the canal. The lock was built in 1876.



*The group tours Deák Ferenc lock at the entrance to the disused Baja-Bezdan Canal – Photo by Bill Holdsworth*



*Mali Stapar lock on the Bezdan-Vrba Canal – Photo by Chris Holdsworth*



Northern Serbia features a network of canals between the Tisa and Danube Rivers. We stopped at Bezdan to tour the river lock, built in 1875 but currently inoperable. We visited the nicely restored lock and mill at Mali Stapar.

These Serbian waterways are ripe for redevelopment as a recreational resource for boats and bicycles. The tour group met with local officials twice to promote redevelopment. The tour organizer cited the presence of the C&O Canal Association president as evidence of international interest. (But I doubt they were any more impressed than American officials would have been.)

**Iron Gate:** The scenic highlight of the trip was a cruise from Kladovo to Donji Milanovich on the last day of the tour. This 40-mile cruise took us through four narrow gorges in the Iron Gate region of the Danube River that divides Romania and Serbia. Dramatic cliffs line the river as it flows between the Carpathian and Balkan Mountains.



*Tour group cruises along the Iron Gate region of the Danube River – Photo by Bill Holdsworth*



*The author aboard the ship cruising the Danube in the Iron Gate – Photo by Chris Holdsworth*

The region is about 100 miles east of Belgrade, as the Danube River meanders towards the Black Sea. Two large dams and their associated locks punctuated the cruise. Construction of the dams between 1964 and 1984 raised the river level by 100 feet.

The Danube flows fast here. A British couple on the tour owns a canal boat in France. We asked them whether they would ever consider bringing their boat through the Iron Gate region. They said their boat could travel downriver through the gorges, but didn't have enough power to travel upriver. Their return trip to France would require travel via the Black Sea, Aegean Sea and the Mediterranean Sea.



*View of the Danube in the Iron Gate region – Photo by Chris Holdsworth*

**Serbian hospitality:** Krsta Pašković, head of Danube Propeller, and his friends did a wonderful job of showing us their country. In Novi Sad our lunch at the base of Petrovaradin fortress offered great food in a riverside setting. We had a terrific guided tour of the Kalemegdan fortress in Belgrade. A winery complex in Rajac near the Bulgarian border provided another unforgettable lunch.

**Memorable museums:** Our trip through the Iron Gate region surprised us with its museums. Kladovo's Archaeological Museum is world class with its prehistoric, Roman and medieval artifacts. The Lepenski Vir museum's preservation of a Neolithic site impressed us. The archaeological site was relocated to its current location in the 1970s when construction of the Iron Gate dams raised the water level of the Danube. We liked the reconstruction of a Roman villa at Viminacium.

**Unfortunate history:** In our travels we saw reminders of unhappy events in Hungary and Serbia in recent decades. In Budapest one government building highlights bullet holes from the unsuccessful 1956 anti-communist uprising. At the Hungarian/Serbian border we saw the razor wire fence erected during the European migrant crisis in 2015. In Belgrade, an inscription on the Serbian parliament building proclaims that the 1998 NATO bombing campaign will never be forgiven. At Bezdan we spotted a memorial to the World War II Battle of Batina where Soviet troops and Serbian partisans fought German and Croatian forces.



# Nature Notes

By Marjorie Richman

## Champions Along the Towpath

People love champions. We read about them daily in newspapers and magazines, and we watch them on TV. They are celebrities known to all.

But suppose there are champions that remain in one place, growing quietly and unobtrusively, attracting no attention until one day spotted by someone for one reason only: their size. Such is the fate of trees. A tree may exist in a forest for hundreds of years, adapting to new conditions as they come along, reproducing and lending support to other trees, in its own way helping to ensure the survival of our forests. Despite all this, it receives no “hero” status.

Such long-lived trees now receive recognition thanks to state and local volunteer organizations and a non-government group called American Forests. As a result of these efforts, many champions have been identified either along the towpath or in close proximity.

A champion tree is the biggest of its species in a county, state or country. The road to championship designation begins locally within a county. The measurement process is carried out according to an agreed upon formula.

It's not easy to measure a tree. The crown may extend many feet above anyone's ability to see it, never mind measure it, and some have more than one trunk. Another may be on a slope, confusing the calculation of its actual height. The formula takes into account these differences. Three measurements are taken, circumference (in inches), height (in feet), and the spread of the crown (in feet). The tree is assigned points based on the sum total of these three measurements, and the number of points determines if the tree qualifies as a county champion. A county champion can then be nominated for state championship and, if accepted, can go on to nomination as a national champion. American Forests, an organization devoted to forest conservation, maintains the list of national champions. Locally, district boards maintain the list of champions. In Maryland there is a district board for each county and an umbrella organization called the Maryland Association of Forest Conservancy District Boards. All these organizations are volunteer run.

Maryland once had a national champion of its official state tree, the white oak: Wye Oak on the eastern shore. It was also Maryland's biggest tree. Unfortunately, after a life span of several hundred years, it fell over in a windstorm in 2002. The next largest tree in Maryland, an American Sycamore (*Plantanus occidentalis*) in the Dickerson Conservation

Park, took the place of the Wye Oak as the biggest tree in the state. The designation was an occasion for no less than a proclamation from the governor of Maryland at that time, Martin O'Malley, proclaiming “the Dickerson Park Sycamore as Maryland's Biggest Tree.” The final point count for the sycamore is 475, a bit less than that of Wye Oak's 506. The sycamore is 137.5' high, 310" in circumference (almost 26 feet!!) and the crown spread is 108'. As you can see from the picture, the spread of the crown against the blue sky is quite impressive.

A short walk from the sycamore, also in Dickerson Conservation Park (near Mile 40 on the canal), is another Maryland state champion, an eastern cottonwood (*Populus deltoides*). 125' high, 194" (16 feet) in circumference, with a crown spread of 74.5', it is the biggest of its species in Maryland. Both the sycamore and the cottonwood are near the Potomac River, not far from the canal.

There is yet one more champion to see near Dickerson Conservation Park, a Montgomery county champion, a massive silver maple (*Acer saccharinum*) that grows near the Lock 26 sign. Since it stands alone, the crown has been able to grow with no interference. The result is a massive crown spread of 83'. The circumference is 279" (23 feet) and it is 90' high. As you can see from the picture, the trunk has many burls which give this tree a very distinctive appearance.



Silver maple on the C&O Canal NHP at Lock 26 – Photos by Marjorie Richman

Since there are too many champions along the towpath to describe in this article, you can find the complete list by going to the website for the Big Trees program, a non-government, all volunteer run project that maintains the list of Maryland state champions: [www.mdbigtrees.com](http://www.mdbigtrees.com).

(Continued on next page)



# Spring Bird Walk

By Kurt Schwarz

The annual C&O Canal Association Spring Bird Walk was held at Riley's Lock on May 27. Kurt Schwarz led the walk. Five eager participants showed up, including long-time participants Tom and Linda Lightfoot. The group started off with a singing northern waterthrush at the Seneca Aqueduct, but it did not show itself. Shortly after, a male prothonotary warbler was observed. A pair of wood ducks also showed up. A short time later the bird watchers were treated to a nesting pair of prothonotary warblers using a next box immediately adjacent to the towpath. Given the late date of this walk, most birds were heard rather than seen. However, aside from the prothonotaries, a male indigo bunting was observed, and later a posing barred owl. At the end of the walk, a single periodic cicada was seen, apparently an early emergence of Brood X, which isn't due until 2021.

The official tally for the walk was 31 bird species. The Fall Walk is set for September 23 at Sycamore Landing.



*Above – Double-crested cormorant – Photos by Kurt Schwarz*

*Below left – Prothonotary warbler with crane fly; Right – Barred owl*



*American sycamore*

Nature Notes (Continued from previous page)

Click on “tree listings,” then filter your search by common name, Latin name or county. How to find each tree is described next to the tree name. To get GPS coordinates, click on “select” to the left of the tree name. This website is an excellent browsing tool for finding champions in places you would not think of, such as suburban parks and neighborhoods, or maybe one near you. If you live near Glen Echo, you might want to note the state champion near Lock 7, a very impressive Shumard oak.

The Big Trees website is also a source of information on the champion tree project in Maryland. You can find a description of the measurement system as well as a nomination form that can be used by anyone with a candidate tree. The entire project is run by volunteers, both in Maryland and across the country. Volunteers maintain the list of champions and websites, and provide guidance to the many people who nominate candidate trees each year. All involved in this project have one thing in common: an appreciation of trees and the importance of forests.

Ralph Buglass, a leader of Association nature walks, gives champion tree tours periodically for members of the Maryland Native Plant Society. He will be leading a nature walk for the Association in the Carderock area in the near future and will be glad to advise you on visiting champions along the towpath.



# Historic Culvert 2 Update

By Rod Mackler

*In the March 2016 issue of this newsletter the author reported on the condition and possible restoration of Historic Culvert 2. This article is an update on efforts to restore the culvert.*

Culvert 2, between Lock 6 and the Little Falls Pumping Station, is of critical historical importance. It is one of the oldest structures on the C&O Canal. It passes under the canal at mile 5.68. According to William Davies's inventory of engineering structures, it was built in 1829. It lies near the point where President John Quincy Adams turned the first spadeful of dirt for the canal, and also near the course of the skirting canal around Little Falls dug in 1793-95 by the Patowmack Company, headed by George Washington.

The culvert is relatively small, with a 10-foot parapet. Thomas Hahn reports that it is a 6-foot arch, but that cannot be verified due to the condition of the culvert. On the berm side the culvert is blocked at the arch, and on the river side it is silted almost up to the keystone. On sunny days, a stream coming down the berm trickles into a box drain and through the culvert; but when it rains, the stream washes over the culvert, depositing silt into the canal prism. The park has dredged the prism several times, but without correcting the base problem of the run-off from upstream and the blockage of the culvert, the silting persists.

The stream under the canal has seen many changes. Following the course upstream from the river, just below

Dam 1, the river end of the culvert is under water. The berm end of the culvert has been altered with concrete and a box drain. Further up the hill, the stream crosses under the Clara Barton Parkway just below the pumping station, then disappears into a pipe in the hillside. One can see it again just west of the Brookmont community, where it crosses the route of the former trolley line to Glen Echo. It continues up the hill, paralleling Wapakoneta Road, from which it takes its (modern) name. But the stream's origins are at the top of the hill, now surmounted by the Intelligence Community Campus-Bethesda, the relatively new seat of the Director of National Intelligence and the National Intelligence University.

There is a second run-off discharging into the canal, slightly downstream from the Wapakoneta Channel, also dumping silt and forming an alluvial fan in the prism.

Quite a bit of construction went into the conversion of the Bethesda campus from its previous tenant, the National Geospatial-Intelligence Agency, earlier known as the Defense Mapping Agency and, before that, the Army Map Service. Storm water run-off was a key factor in the planning, led by the U.S. Army Corps of Engineers. The site is on a bluff approximately 150 feet above the Potomac River. The Corps and the intelligence community have expressed their desire

(Continued on next page)



*The stream flowing into Culvert 2. The culvert in the background is under the Clara Barton Parkway – Photos by Rod Mackler*



*The silted outlet arch is below the water line in this image.*



# Dickerson Area Dragonfly Walk

By Steve Dean

A group of dragonfly and damselfly fans from the C&O Canal Association and the Appalachian Mountain Club participated in a dragonfly walk led by Steve Dean on the canal at Dickerson on August 12th. The day was slightly cool for August, which initially impacted the dragonfly and damselfly activity. After a short time they came out in numbers. Eastern pondhawks and blue dashers were the most commonly sighted dragonflies, and powdered dancer damselflies were plentiful. While the range of species was limited, everyone got a chance to observe these fascinating creatures in action.



*Pondhawk dragonflies (f) are popular sightings during dragonfly walks – Photos by Steve Dean*



*Powdered dancer damselfly.*



*The fishing exploits of this very patient great blue heron stole the show.*

---

Culvert 2 (Continued from previous page)

to work closely with the surrounding community, holding public meetings and consulting with stakeholders, including the National Park Service. In a letter to neighbors, the intelligence community agreed to take responsibility for remediation of any damage caused by its predecessor agencies at the facility.

To oversimplify, the run-off problem started in the 1940s when the intelligence agencies bulldozed the top of the bluff to erect buildings and, especially, to pave parking lots. The current campus is an improvement over the previous facilities, with a parking garage, pervious pavement and significant plantings (“vegetative infiltration areas”). The redevelopment of the site, according to the Montgomery County Planning Department, reduces the impervious cover from 67 percent of the site to approximately 38 percent, a 49 percent reduction.

The George Washington Memorial Parkway, which is responsible for the Clara Barton Parkway, has the lead for the National Park Service for this issue. GWMP has begun a National Environmental Policy Act (NEPA) process to come up with a proposed solution to the problem. The “project area” is broader than just the stream that clogs Culvert 2 – there are three run-offs from the intelligence community campus that are to be addressed. (The third one does not touch upon the C&O NHP.)

GWMP has just selected a contractor – AECOM – to draft all the language that is a part of the NEPA process. The next step will be a “public scoping.” The contractor will provide enlarged PowerPoint slides on easels for a public meeting. After a brief introduction to the problem and to the contractor personnel, people will circulate among the easels and ask questions of the “expert” stationed next to each. The NPS will take public comments and start a draft Environmental Assessment. This document can run to 300-400 pages, with text, maps, diagrams and tables. It will arrive at a proposed corrective action and, typically, two or three alternatives (including a no-action alternative), with the impact of each alternative on endangered species, historical structures, archaeological sites, etc. Sometimes there is also a requirement for an Environmental Impact Statement, yet another bureaucratic hurdle.

In short, the NEPA process is long and involved, but the process has begun and it should move along predictable lines. The precise nature of the restoration will come out in the study – alternatives should include restoring the culvert to its 1829 appearance, or just restoring its functionality, that is, fixing it so that water flows through it. Finally, the intelligence community, which has already spent several hundred million dollars on renovating the site at the top of the hill, has committed to funding the remediation work. We look forward to restoration of this key historic site on the canal.



# Carderock Area Butterfly Walk

By Paul Petkus

On June 18, Father's Day, C&O Canal Association members participated in a butterfly walk led by Paul Petkus. The walk started at the Carderock Recreational Area. The weather was partly sunny, hot and humid, with the temperature in the upper 80s.

During the walk, the group saw eight or nine species. The eight species that were confirmed were spicebush swallowtail, zabulon skipper, pearl crescent, summer azure, cabbage white, zebra swallowtail, silver-spotted skipper and orange sulphur. Zebra swallowtails were seen the most often. Pearl crescents were also fairly abundant. A ninth species that may have been observed was the eastern-tailed blue.

Even though there weren't a lot of butterflies out, there were plenty of other interesting things to see along the towpath, as usual. Dragonflies were abundant and very active. One of

the more striking ones was the eastern ringtail. Oddly, there were some ebony jewelwing dragonflies around Lock 11, despite the lack of running water in that area. There was brush blooming in the prism just upstream from Lock 13 that attracted many bees, but it wasn't nearly as attractive to the butterflies.

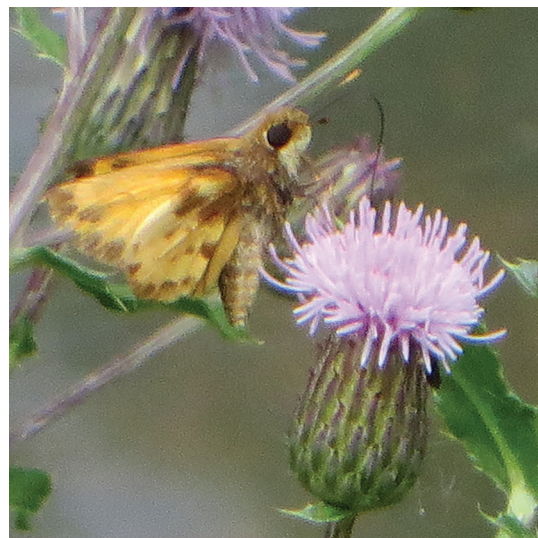
Paul made multiple visits before the walk to survey the area. During the previous visits seven additional species were seen on at least one of those visits that were not observed on the 18th. These were little wood-satyr, northern pearly-eye, least skipper, little glasswing skipper, tiger swallowtail, hackberry emperor and red admiral. This brings the total species observed during four visits to 16. Paul plans to continue surveying the area to get a better idea of what to expect for the next walk. Join him for the 2018 walk!



*Left – Tiger swallowtail*

*Right – Zabulon skipper*

*Photos by Paul Petkus*



*Left – Eastern-tailed blue*

*Right – Zebra swallowtail*





# Across the Berm

By Steve Dean

## Patricia Barnett-Brubaker

Patricia Barnett-Brubaker died on June 1, 2017 in Mitchellville, Md. at the age of 102. She was a long-time C&O Canal Association member and a four-time participant in the Douglas Hike. Her fourth hike was in 2004, at the age of 89. On her third hike, in 1999, she was referred to as "our veteran of the sure and steady pace" in the *Along the Towpath* summary of the hike. Pat once remarked "If I have to, I will crawl across the finish." Fortunately, she never had to resort to that measure.

Pat worked for 40 years in the field of intelligence and research. She retired in 1980 from the Department of State. After retirement she traveled extensively and adopted a regimen of hiking and cross country skiing.

Always a standout figure on Association hikes, Pat will remain a part of the Douglas reunion hike legacy.

## William Failor

William "Bill" Failor died on July 17, 2017 in Frederick, Md. He was 93. Mr. Failor was an employee of the National Park Service from 1956 to 1983. He had a distinguished career with the Federal Government and received a Citation for Meritorious Service from the Secretary of the Interior on retirement.

Mr. Failor was the first full-time superintendent of the C&O Canal National Historical Park. He served in that role until January 1981. As the superintendent of the newly established national historical park, he successfully oversaw many projects and improvements. His first major challenge was to restore the canal park after the extensive damage caused by Tropical Storm Agnes and the resultant flooding in June, 1972.

Bill was an Association member later in life. He served as a level walker and was a member of the Environmental Committee.

---

## C&O Canal NHP Project Status

There are a number of exciting and worthwhile projects occurring on the park. In the long term they will improve the stability of park resources and visitor experience. In the near term, visitor patience is appreciated.

The following updates were provided by the National Park Service. Be sure to plan your visit in advance if you are visiting any of these areas. Check the C&O Canal NHP on Facebook or at the NPS website for up-to-date information before you visit the park:

[www.facebook.com/chesapeakeandohiocanal](http://www.facebook.com/chesapeakeandohiocanal)

[www.nps.gov/choh/index.htm](http://www.nps.gov/choh/index.htm)

### Paw Paw Rock Scaling

The current estimated time line for the contractor to complete the rock stabilization is early November. The downstream portal and associated towpath through "the cut" will remain closed until that time. Visitors can go most of the way through the tunnel entering from the upstream/parking lot end, but cannot go out the downstream portal. The detour route and Tunnel Hill Trail are available for through- or long-distance cyclists and hikers.

### Conococheague Aqueduct

Upstream towpath access is closed due to construction. On Thursday, August 17, 2017, a detour was put into place at the Conococheague Aqueduct in Williamsport. This detour will likely be in place until early winter of 2019. Visitors are detoured onto several Williamsport streets to get around the work site.

### Locks 5 through 22

In 2018, work begins on the locks between Lock 5 and Lock 22. This will involve lowering the water levels in this watered section of the canal. There will likely be NO boat trips at the Great Falls Tavern during 2018.

### Locks 3 and 4

Work continues at Locks 3 and 4 in Georgetown. Washington, D.C. contractors will be working on the 31st Street Bridge over the canal in 2018. This will delay getting a boat back on the water at Georgetown until 2019. During work on the bridge, there can be no water in the canal under the bridge.

– National Park Service



## Accompanied by the Past *By Karen Gray*

*History is the witness that testifies to the passing of time; it illumines reality, vitalizes memory, provides guidance in daily life, and brings us tidings of antiquity. Marcus Tullius Cicero (106–43 BCE), Pro Publio Sestio*

## The Selling of the C&O Canal: 1936–1938

On Nov. 14, 1936, in response to the effort by the B&O Railroad to sell the C&O Canal from Point of Rocks to Georgetown, a special assistant to the Attorney General of the United States submitted a report “On The Question Of Whether The United States Can Acquire By Purchase A Valid Title To The Portion Of The Chesapeake And Ohio Canal Extending From Washington To Point Of Rocks, Maryland”

In the first paragraph the author states that he was tasked to answer the question of “whether the Baltimore and Ohio Railroad Company can convey a good title to that portion of the canal” and he then states:

“It is of course well-known that *the Baltimore and Ohio Railroad Company is not the owner of the Chesapeake and Ohio Canal*. By reason of certain transactions which will be dealt with in their proper place, the *Baltimore and Ohio Railroad Company has come to exercise a dominant influence over the canal and may be in a position to bring about a sale of the canal property*. As any such sale must be made under the direction of the court, *the railroad company cannot make a binding contract for the sale of the canal property or any part of it*. The real and substantial question is not whether the Baltimore and Ohio Railroad Company can sell and convey a good title, but *whether or not a sale of the desired portion of the canal can be brought about which would vest in the United States a good and indefeasible title to the property thus acquired*.”<sup>1</sup> [Emphasis mine.]

What follows in the report is an extensive review of legal cases, most involving railroads and other canals, that provide a case law context for the C&O Canal’s situation. The report also briefly reviews the history of the canal and engages in an extensive review of its legal history and court rulings, especially as it relates to the mortgages behind the 1844 and 1878 bonds.

The report notes that, in 1891, the trustees for the bonds of 1844 (to which the mortgage of 1878 had been subrogated) were given the authority (1) to repair the canal from one terminus to the other (on which they ultimately expended \$430,764 of borrowed funds), and (2) to operate it as a public highway so long as its operation produced enough revenue to

defray current expenses and some of the cost of repair. This initial arrangement was for a trial period ending in 1895.

The report recounts that the trial was extended for six years to May 1891 and then extended for another four years. It is emphasized that this was consistent with a court ruling that a sale could not be ordered unless it clearly appeared that the liens of the bondholders were valueless because the canal could not produce revenue applicable to the payment of the bonded indebtedness. (*The court continued throughout the Trusteeship to take the position that the possibility remained of such future revenue.*)

Subsequent to these extensions, the report observes that “further extensions were made from time to time, and the trustees are now [in 1936] acting without any express limitation as to time.” Unable to repair the canal after the 1924 floods, the report presents the canal’s situation this way:

“No through traffic has passed over the canal since that date [i.e., 1924]. The result has been the total discontinuance and abandonment of the purposes for which the Chesapeake and Ohio Canal Company was chartered. For more than 10 years the canal company has failed to maintain a navigable waterway between tidewater on the Potomac in the District of Columbia and the town of Cumberland, or between the District of Columbia and any point on the canal where traffic could originate. The disastrous flood of 1936 completed the work of destruction. *The canal as such is a wreck which the trustees are wholly incapable of placing in a position to perform the great function for which it was created.*”

The report states further that:

“The only use made of that part of the canal between Washington and Point of Rocks since 1924 is to supply certain mills in Georgetown with water. For that purpose the Canal Company continued to keep the section of the canal from Little Falls to Rock Creek in sufficient repair to hold the head of water necessary for these mills.”

The report addresses the further deterioration of the canal as a result of the great flood that year (i.e., 1936) and states that the sole surviving trustee, Herbert R. Preston, “using money derived from certain small sales of property, has undertaken to repair the dam and put Georgetown Level in condition to supply water for power purposes.”

Ultimately the report proceeds through a series of logical and legal findings going back to the decisions of Judge Alvey in the bankruptcy proceedings (subsequently upheld in appellate court rulings). These result in the following opinions:

1. That the canal *could only be sold in its entirety* due to the fact that its fundamental purpose was to be



a permanent highway for navigation and commerce and “a sale of any other manner would involve the destruction of the canal company and the forfeiture of its charter....[and] as remarked by Judge Alvey, it is difficult to understand how the Canal Company could insist upon a sale of its property and franchises and consequently upon its own destruction,”

2. That, due to the fact that the entire canal has not been—and can’t be—maintained and operated for the purpose it was constructed, “a sale of any portion of the canal means the end of the canal as such.”

Consequently the report concludes:

“It seems plain that in ordering a sale of the canal property, it would be the duty of the court to direct that it should be *offered first as an entirety. Only in the event of a failure to receive a satisfactory offer on this basis would it be possible for the court to direct sale of special sections of the canal.*”

At the same time the report concedes that the B&O Railroad Company “appears to have acquired in one form or another substantially all of the claims constituting liens on the canal property.” Thus Preston, the remaining trustee, might “obviate” the requirement that the canal be offered in its totality if all parties “in interest” consented.

Interestingly, the report tells us that the bonds of 1878 that mortgaged the corpus of the canal property had been reduced in value to the sum of \$132,500.00 through redemption by sales of property. This value was considered so low that the author of the report believes there would be no objection from the B&O should the remaining trustee seek to sell only a part of the canal.

However, the report recognizes that “the interest of Maryland in this canal is not proprietary merely” and “within the borders of that state the canal exists by virtue of Maryland legislation directed toward the accomplishment of a great public purpose.” Consequently *Maryland might oppose the destruction of the canal and insist upon an effort to sell the canal as an entirety* in order to insure, if possible, the restoration of the canal as a public highway for navigation as its acts had intended.

Maryland’s involvement meant that there was significant uncertainty that the trustee could gain complete agreement to sell only the canal below Point of Rocks. Also all concerned recognized that a partial sale would:

“Involve the forfeiture of the charter and franchises of the Chesapeake and Ohio Canal Company and a dissolution of the corporation. *From that time the [remaining] property of the canal would be administered by the court for the purposes of liquidation only.*”

At this point it becomes clear that the only viable path ahead is the sale of the entire canal regardless of the fact that the government and B&O had initially only been interested in the Georgetown to Point of Rocks section. As Mackintosh reports in his history of the making of the C&O Canal National Historical Park: “Upon receiving the attorney general’s opinion, Thomas S. Settle, secretary of the NCP&PC [i.e., National Capital Parks & Planning Commission established to acquire federal park lands in the area], proposed that the Capper-Cramton Act be amended to authorize a \$3,000,000 appropriation for buying the canal in its entirety.”

However, Frederic A. Delano, chairman of the NCP&PC, regarded the time as “inopportune” for approaching the president, Congress or the Budget Bureau “for \$3,000,000 to be spent for the C. & O. Canal or related property.” But then, at the end of 1937, the B&O RR’s financial situation was so problematic that it was requesting an additional loan of \$8,233,000 from the Reconstruction Finance Corporation (RFC) to which it already owed nearly \$80 million. Settle took advantage of this to remind Delano that he (Delano) had once spoken of reconsidering the purchase of the canal at a time when the B&O might want something from them, putting the government in a strong position to negotiate the cost.

This led to Frank C. Wright, Special Assistant to the RFC, to enter negotiations on Jan. 7, 1938 with George M. Shriver, senior vice president of the B&O, who said that he would sell the canal for \$2,500,000. Of course, as the B&O did not have title to the canal it could not sell it, but neither was it likely that a sale could be effected without considerable difficulty—if at all—lacking B&O concurrence, and it was unlikely to concur unless the price was high enough to produce a significant payment to the B&O as the largest bondholder. The B&O also agreed at that time that any money it received could be credited to the B&O’s RFC account.

By February 1, 1938, the RFC reported that it held “as additional collateral for loans of the Baltimore & Ohio Railroad Company, all of the Baltimore & Ohio’s interest in the Chesapeake & Ohio Canal and its subsidiaries.” Although the Park Service valued the canal lands at \$2,801,087, their amount was considered close enough to the B&O RR’s \$2½ million to proceed, and subsequent negotiations led the B&O to reduce to \$2 million the amount they would allow as the price of the canal. With all these agreements, the way was cleared for a sale within about six months.

While the impending purchase was publicly announced March 24, there was the little matter of actually selling the canal, resolving certain obligations and claims, and paying sale-related expenses. As all of the 1890 receivers had died (and in fact, been irrelevant during the Trusteeship), new ones



had to be appointed. That was accomplished May 2 when the appointments of Edgar W. Young (a B&O RR lawyer), Roger S. B. Hartz, and G. L. Nicolson (who had been manager of the canal during most of the trusteeship) were ratified.

After multiple legal actions, court rulings and negotiations, the sale contract was signed on Aug. 6 and the deed was finalized by Sept. 23. In the end, the canal lands described in that deed were purchased by the U.S. government at a price of \$2 million. Additionally:

“A contract of sale with The Baltimore and Ohio Railroad Company [was executed] for the sale of those tracts of land of the Canal and certain rights and easements therein, all of which are particularly described in Exhibit ‘A’ which was filed with and a part of the agreement of sale with the United States of America, the sale price to said Baltimore and Ohio Railroad Company being reported in the amount of One Hundred Thousand Dollars (\$100,000.00).”

Although I have not located Exhibit A, it appears the B&O purchase was for strips of land in the narrows between Point of Rocks and Harpers Ferry and in Georgetown. Subsequently, on Oct. 15 the B&O transferred these properties to one of their subsidiaries, the Real Estate and Improvement Company of Baltimore City, listed as a stock company.

On Sept. 30 the receivers reported on the final income from the sale and the distribution of those funds. That report provides this accounting for the \$2,100,000:

Paid to the B&O Railroad Company:

Bonds principal	308,726.75
Partial payment of mortgage	1,062,641.07
As assignee of 1896, 1900 claims	<u>508,647.15</u>
Subtotal paid to the B&O	\$1,880,014.97

Additional funds expended and reserved:

Potomac Light and Power rent refund	11,500.00
Minor expenses associated with the sale	8,485.03
Retained by receivers	<u>200,000.00</u>
<b>TOTAL</b>	<b>\$2,100,000.00</b>

So, not only did the B&O *not* receive the full \$2 million from the sale, but it paid \$100,000 for certain small pieces of land that the government was willing to exclude from its purchase. In addition, \$508,647.15 of what it received had nothing to do with its bonds, but rather was received because of pre-bankruptcy claims assigned to the B&O that had to be paid based on laws passed by Maryland in 1896 and 1900. The \$200,000 retained by the receivers was for “further distribution to labor claims and judgments that may be properly

filed and proven under the aforesaid Acts of 1896 and 1900, including interest thereon and further distribution to costs, commissions, counsel fees and auditors’ fees, and for further distribution to claims properly proven in the order of their priorities.”

Doubtless challenges to the settlement and other legal actions that continued until 1945 used most if not all of the \$200,000 reserve. Also, this was not the end of B&O business with the receivers, as subsequently the mole of land at the mouth of Rock Creek became the focus of conflicting interests of the railroad and the canal. But following that history is well beyond the scope of this article.

#### Footnote:

1. Note that italics in quotations represent my emphasis only.

#### Notes on sources:

1. The full title of the U.S. Attorney General’s opinion is: *Memorandum For Mr. Assistant Attorney General Blair RE: The Title To C&O Canal From The District To Point Of Rocks On The Question Of Whether The United States Can Acquire By Purchase A Valid Title To The Portion Of The Chesapeake And Ohio Canal Extending From Washington To Point Of Rocks, Maryland Nov. 14, 1936*
2. Mackintosh, Barry. *C&O Canal: the Making of a Park*, 14 ff. (National Park Service, 1991). It should be noted that the statement on p. 20 that the \$2 million was applied to the B&O debt with the RFC is incorrect as ultimately the B&O received considerably less as detailed here.
3. The information concerning the sale of the canal is from the case files: *George S. Brown, et al. v. Chesapeake and Ohio Canal Company, in the Circuit Court for Washington County, Maryland, Numbers 4191, 4198 Equity, Consolidated Cases for 1938–1939*. The extensive documents under this heading were retrieved from a Maryland internet online resource where they exist as page scans in pdf. We are deeply indebted to William Bauman for his hours of work in transcribing the individual documents into more than 40 Microsoft Word files.





# Patowmack Canal Paddling Trip

By Anthony Laing

To paraphrase, John Muir's famous quip about mountains: "The river is calling and I must go." On Saturday, Aug. 5, the C&O Canal Association sponsored our annual paddling trip on the Patowmack Canal. This is a predecessor canal of the C&O on the Virginia side of the Potomac that was worked on in various stages from 1785 to 1828, when it was abandoned. The remnant that we enjoy is a relatively short channel with small rapids.

At 10 a.m., five of us paddled across the Potomac from under the Seneca Creek Aqueduct at Rileys Lock to the entrance of the Patowmack Canal. The water was somewhat choppy as we crossed. And the water was higher than the pre-

vious trips, which made for a smoother ride down the channel. After exiting the channel, we stopped and ate our lunches on a beach on Elm Island. We then paddled to the Maryland side of the Potomac and cruised south to Muddy Creek where two snowy egrets escorted us up to the ramp at Pennyfield Lock. They landed on the bank as we drew nearer, and then flew a few hundred feet ahead of us and set down again.

This was a relatively short but enjoyable trip that took us a little over two hours. The distance between the Riley's Lock and Pennyfield Lock via the towpath is a little over 3 miles and we crossed the river twice.

The river and nature were in their August glory; with swallows darting around us at Elm Island, cormorants busily fishing for food, water willow at its peak in the shallow areas, and Paw Paw trees in the early stages of bearing fruit. The weather was picture perfect with temperatures in the high 70s with puffy clouds set against a clear blue sky.



Ready to go! (l-r) Louise Wideroff, Lynn Walker, Pat White and Ed White – Photos by Anthony Laing



The river awaits the paddlers.



Anthony Laing and kayak.



# The Youth Conservation Corps on the C&O Canal

By Steve Dean

The C&O Canal National Historical Park hosts a Youth Conservation Corps (YCC) program every summer. The YCC is a summer program that provides an opportunity for 15- through 18-year-old youths to participate in meaningful work experiences in national parks, wildlife refuges, forests and other facilities. For many young people it is the ultimate summer job.

YCC programs are typically 8 to 10 weeks in duration. The participants are paid minimum wage for their efforts and work a 40-hour workweek. The enrollees in the C&O Canal NHP YCC program are selected from the local area. They

The YCC program was led by intern, now ranger, Kristi Shelton in 2017. Kristi serves as a supervisor, mentor and program coordinator for the YCC, and does a great job in that role. While watching Kristi and her group, the mutual respect that the YCC students and Kristi have for each other is obvious. Kristi goes to great strides to provide an excellent experience and find a mix of meaningful opportunities for the group that benefit both the park and the participants. One of her goals this summer was to increase collaboration with other divisions so that the YCC could experience the different kinds of jobs in the park, and that the park employees could have a few extra (and energetic!) hands to help with projects.

I recently spent a day in the Hancock area leading the group on a photography and culvert walk. Each student was provided a loaner camera and a few photo tips, and they proved to be a very enthusiastic and talented group. We walked about 6 miles and photographed nature, a lockhouse, the Bowles

(Continued on next page)



*Exploring Culvert 179 in Hancock – (l-r) Kristi, Alex, Becca, John and Kaity. Perhaps one of them is a future culvert crawler! – Photo by Steve Dean*

commute to and from the Williamsport area every day, then travel all over the park as a crew. Typical work assignments include trail maintenance, invasive plant control, site monitoring, facility cleanup and restoration, research assistance, and various other tasks. Other tasks in 2017 included a day helping out the Great Falls boat crew – in costume – and a project mapping out the boundaries of the park's hiker-biker camp sites.

The YCC group also benefits from opportunities for environmental education, historical interpretation, and the chance see what it is like to work with NPS professionals and volunteers. The work and educational experiences provided the young students is the most important thing – they may well be future NPS rangers or volunteers for a national park somewhere – hopefully the C&O Canal.



*Above – Trying a hand at lock tending.*

*Below – Helping out aboard Charles F. Mercer.*

*Photos by Kristi Shelton*



*Along the Towpath, September 2017*



# Donors to Association Funds – May 1 to July 31, 2017

## KEN ROLLINS C&O CANAL FUND

Mario & Anne Abbate  
Tim & Kathryn Banfield  
Nicholas J. Bernard  
Sally Bryant  
Peter & Kathrin Donatucci  
Brad & Jan Groelsema  
Thomas B. Hall  
Judith Hecht  
Lisa Hendrick  
Kirk & Kathy Jacobs  
Gwendolyn Lohse  
Tony Lorenzo  
Stephen R. Matula  
Kitty McEwan  
Edward Terhune Miller  
Louis & Janice Odom  
Coleman & Elizabeth Odonoghue  
James & Clare O'Meara  
Joan G. Paull  
David & Allyne Pittle  
Peggy E. Price  
John & Miriam Reed  
David L. Scally

Mary M. Sneickus  
James Spangenberg  
Anne Sumner  
Carolyn Hoover Sung  
Peter Van Vliet  
William Warren  
Washington County Convention &  
Visitors Bureau  
John & Elizabeth Weeks  
Judy Wyant

### In Memory of Randy Astarb

Jane & Norman Liebow

### In Memory of Carl A. Linden

Carl T. Linden

### In Memory of Harry E. T. Thayer

Theodore & Mary Myer

## DAVIES LEGAL FUND

Mario & Anne Abbate  
Nicholas J. Bernard  
Sally Bryant  
Richard P. Cember  
Peter & Kathrin Donatucci  
Brad & Jan Groelsema  
Lisa Hendrick

Linda & Michael Marmer  
Stephen R. Matula  
Edward Terhune Miller  
Louis & Janice Odom  
James & Clare O'Meara  
Joan G. Paull  
David L. Scally  
Anne Sumner

## RACHEL STEWART SWAINS LOCK AREA FUND

Mario & Anne Abbate  
Nicholas J. Bernard  
Peter & Kathrin Donatucci  
Lisa Hendrick  
Kirk & Kathy Jacobs  
James & Penny Langland  
Stephen R. Matula  
Edward Terhune Miller  
Louis & Janice Odom  
James & Clare O'Meara  
David L. Scally  
Adrian R. Stewart  
Anne Sumner  
John & Elizabeth Weeks  
Victor & Leepo Yu

The YCC on the C&O Canal (Continued from previous page)

house and a couple of culverts. I was impressed with the program and the students, and I was delighted to have a chance to share some knowledge and experience with them.

Further information about the YCC program is available online at [www.nps.gov/subjects/youthprograms/ycc.htm](http://www.nps.gov/subjects/youthprograms/ycc.htm) and [www.nps.gov/choh/getinvolved/index.htm](http://www.nps.gov/choh/getinvolved/index.htm). The application

window is between February and April, so if you know a promising young person who might be a candidate for 2018 keep it in mind. Several other parks in the area, including Monocacy National Battlefield and Catoctin Mountain Park, have YCC crews each summer as well, so if they don't live close enough to the canal there are other options.



*Kristi provides a photo op for a cricket frog – Photo by Steve Dean*



*Vegetation control near Harpers Ferry – Photo by Kristi Shelton*

# Uncertain and Precarious: C&O Canal Navigation at the Beginning of the Civil War

By Timothy R. Snyder

*The following is a revised version of a presentation the author first gave at the Nov. 10, 2012, "Frederick Historic Transportation Forum: By Road, Rail and Water," held at the Delaplaine Visual Arts Education Center, Frederick, Md., sponsored in part by the C&O Canal Association. This is the first of two parts of this important and fascinating account of C&O Canal history during the Civil War.*

On June 4, 1861, less than two months after the beginning of the Civil War, the president and directors of the Chesapeake and Ohio Canal Company issued its *33rd Annual Report* to its stockholders. In it, Alfred Spates, the new president of the company, wrote the following: "The general condition of the Canal for navigation at this time is believed to be better than it has been for some years past, and a fair business for the season could be done, but for the political agitations of the country, by which business has been prostrated, transportation rendered uncertain and precarious, and subject to frequent delays, if not seizures by the contending parties on the banks of the Potomac, and unless there be an early removal of the seat of war, it is feared that a general suspension of the transportation on the Canal, for the season, will occur."

In the above passage, written in the early days of the Civil War, we hear concern from the canal company's management that the war might simply put a stop to canal navigation for the year, perhaps for the duration of the war, although very few foresaw that the war would last four years. That the canal would become embroiled in the war should not be surprising to anyone. Simple geography would indicate that it was a likelihood. Of the canal's 184.5 miles, approximately 180 miles were along Maryland's southern border with Virginia, the remaining 4.5 miles with the boundary of the District of Columbia. The canal was positioned quite literally between the sections, between the North and the South, between Virginia that did secede and Maryland and the District of Columbia that did not. In the approximately seven weeks since Fort Sumter was fired upon and the publication of the canal company's *33rd Annual Report*, the canal had already been an object of contention between the opposing sides. In fact, only 10 days after the surrender of Fort Sumter, the canal became entangled in a standoff between Maryland and Virginia.

Charles F. Wenner was a grain merchant from Berlin (modern-day Brunswick), in Frederick County, Maryland. In an April 30, 1861, letter, he described himself and his business:

"The undersigned respectfully represents that he is a citizen of Frederick county, in the State of Maryland, resident at Berlin, on the line of the Chesapeake and Ohio Canal, and engaged in the business of forwarding grain and other produce over said canal to the terminus thereof at Georgetown, in the District of Columbia—that for the prosecution of said business, he owns two canal boats, to each of which are attached three hands for the management of the boats and four mules, and has a warehouse for the storage of grain purchased by him or left with him on commission at Berlin."

Six days earlier Wenner had become embroiled in a conflict between Maryland and Virginia. The incident began at noon April 24, 1861, when Wenner was preparing to send one of his two canal boats, loaded with grain, to Georgetown. Berlin was located only about 6 miles east of a major Confederate garrison at Harpers Ferry, Virginia. Before the boat could depart, a party of about one hundred armed Virginia cavalymen approached and demanded that Wenner turn over the boat's cargo to them, under the authority of the commanding officer at Harpers Ferry. The strategic town had been occupied by Virginia state militia late April 17, the evening that Virginia had seceded, and was then under the command of militia Maj. Gen. Kenton Harper.

Wenner, facing a significant financial loss, at first resisted the demand to relinquish the grain, arguing that as a citizen of Maryland, he was not subject to the orders of Virginia's authorities. The officer who commanded the cavalry, Col. William S.H. Baylor, told Wenner, disingenuously, that General Harper had been in communication with Maryland Governor Thomas Holliday Hicks, and that Maryland's chief executive had approved of the seizure. Wenner asked to see the orders that authorized the apprehension of his grain, and a rider was dispatched to Harpers Ferry to obtain the written commands. Meanwhile, the cavalymen moved the boat 6 miles farther down the canal to Point of Rocks, still within Frederick County, where a turnpike bridge crossed the Potomac, and where the Baltimore and Ohio Railroad approached the river and paralleled the canal to Harpers Ferry. In the evening the rider returned with additional horsemen, but no orders.

The next day, April 25, the soldiers began unloading the grain. Wenner again protested and made efforts to resist. Baylor gave Wenner one minute to submit or else his men would be authorized to fire upon him. Wenner backed down,



but asked that he be allowed to weigh the grain so that he might later seek redress and perhaps receive compensation for his loss. The officer replied sarcastically, telling Wenner that he could go to Harpers Ferry—garrisoned by several thousand Confederate troops—if he really wanted to see his grain weighed.

The soldiers unloaded the grain, sending a portion of it across the turnpike bridge to Virginia, and loading the remainder onto B&O Railroad cars for shipment directly to Harpers Ferry. The cavalry also fed their horses with the grain.

Wenner visited and wrote several notes to Michael Haller, the Sheriff of Frederick County, Maryland, asking him to intervene on his behalf, and threatening to hold the State of Maryland responsible for not coming to his assistance. On April 25, for example, he wrote: “I command you to protect my property that is now being loaded in the cars to go to Harpers Ferry against my wishes or instructions, and I fall on my State for protection and damages. I demand your presence at this point. I will have my rights. The State is bound to give it to me.”

Sheriff Haller, of course, would have been powerless against the Virginia cavalry, whose numbers had swelled to nearly two hundred armed men by the second day of the conflict. Ultimately, the confrontation over Wenner’s grain was not a law enforcement issue, but a political matter; one that could only be adequately addressed by political means, or, failing that, by military action. On April 26 Maryland Governor Hicks, who had received notice of the incident, wrote to Haller to obtain details about what had taken place.

Hicks was the Unionist governor of Maryland who during the winter and early spring had talked out of both sides of his mouth in order keep the state’s southern supporters at bay. Only after the April 19 Pratt Street Riot in Baltimore—where local citizens assaulted Massachusetts volunteers passing through the city on their way to Washington, D.C.—did Hicks finally convene the General Assembly to consider the state’s allegiance. It opened its first session in Frederick, Maryland, on April 26, just two days after the detention of Wenner’s canal boat. Interestingly, Frederick was located only about 20 miles from the Confederate outpost at Harpers Ferry.

Governor Hicks did three things in response to the seizure of Wenner’s grain and other border transgressions committed by troops from Harpers Ferry (in this order): 1) he referred the matters to the recently convened Maryland General Assembly; 2) he sent a written protest to Virginia Governor John Letcher; and 3) and he informed President Abraham Lincoln about the matters.

Examining his actions in reverse order: Hicks wrote to Lincoln May 8 and informed him of the seizure of the grain and other border violations committed by the troops from

Harpers Ferry. He asked him to “take such prompt steps as will effectively prevent their recurrence.” Lincoln took no action, however. At this early date the president’s primary concern was still getting enough troops to defend Washington, D.C., and then with pacifying Baltimore as a result of the Pratt Street Riot. It would only be in the second week of June 1861 that the Union army would finally send U.S. Volunteers into the interior of Maryland, and by that time the controversy over Wenner’s grain had already been resolved.

As for the second thing that Maryland’s governor had done, a week earlier, May 1, Hicks sent a letter to Virginia Gov. Letcher, notifying him of the seizure of the canal boat and other border transgressions committed by the Confederates at Harpers Ferry and asking him to prevent further occurrences. He wrote:

“[On] Sunday citizens of Maryland residing near the boundary between our state and Virginia have complained to me of outrages committed upon their property by the troops of Virginia now stationed at or near Harpers Ferry; and also by irresponsible bodies of citizens of your commonwealth.

Cattle, grain, etc, have been seized; canal boats laden with produce have been detained, private homes have been forcibly entered; and unoffending citizens have been insulted and threatened.”

Hicks wrote that he wished to “preserve amicable relations with Virginia,” and asked Letcher to take action to prevent further outrages.

Letcher replied to Hicks May 3, also indicating that he wished to have friendly relations with Maryland. Letcher, in turn, wrote to Col. Thomas Jonathon Jackson, the young Virginia Military Institute professor who had taken command at Harpers Ferry April 29, and who was not yet known as “Stonewall” Jackson since the First Battle of Bull Run (Manassas) had not yet been fought. With regard to the detention of canal boats, Jackson informed Letcher that upon assuming command he had found a directive issued by militia Gen. Harper that ordered the detention of canal boats under the presumption that they were forwarding provisions to Washington for Union troops, but that he had since countermanded that order, and that since then no canal boats had been detained by his men. Letcher forwarded a copy of Jackson’s response to Gov. Hicks.

Records indicate, however, that at some point during his month long tenure Jackson required canal boat captains to obtain passes before they could take their boats by Harpers Ferry, even though the canal was located on Maryland soil. One pass, under the hand of Jackson aide James Massie,

(Continued on page 20)

## C&OCA Welcomes New Members

*Christin Aquilla, Poolesville, Md.*

*John Bowman, Towson, Md.*

*Marney Bruce, Bethesda, Md.*

*Tom & Janna Gestner, Lexington Park, Md.*

*Eric & Lexi Glowniak, McLean, Va.*

*Randal Livingston, Jefferson, Md.*

*Kevin McCall, Silver Spring, Md.*

*William Nestor, Baltimore, Md.*

*Carol Phillips & Barry Brumberg, Whitestone, N.Y.*

*Michael Reis, Silver Spring, Md.*

*Philip Shanholtzer, Poolesville, Md.*

*Harry Smith, Westover, Md.*

*Mark Stinson, Ellicott City, Md.*

*Mikel VanSlyke, Hagerstown, Md.*

*Judith Walton & John Bellassai, Washington, D.C.*

*Diane Weil, Chevy Chase, Md.*

## Membership Committee Help

The Membership Committee volunteers need your ideas, skills, and help in the following areas:

- General PR work
- New member recruitment
- Sustaining current membership
- Sloganeering
- Anything else you can think of that will help us build our membership base.

Please consider submitting just a few words, a paragraph, or offer your volunteer time to continue the Association's valuable work supporting the park through these challenging times.

Remember: just a few words expressing your ideas can help the C&O Canal Association.

Please send your ideas by email to:

membership@candocanal.org

Or regular mail to:      Membership  
P.O. Box 366  
Glen Echo, MD 20812-0366

---

Uncertain and Precarious (Continued from previous page)

was published in the *Baltimore American and Commercial Advertiser* May 23. Private Henry Kyd Douglas, later a staff officer for Jackson and other Confederate officers, wrote that as a private, one of his first duties at Harpers Ferry was as sentinel on the canal towpath along the Potomac. He and other pickets would have been responsible for stopping any boat that wished to pass the Ferry.

A request for a pass likely would have required an inspection of the boat and pertinent documents to determine if the cargo would end up in U.S. government hands. The seizure of cargoes, such as Wenner's grain and a boatload of salt from another canal boat, which has also been documented, as well as the requirement that boat captains obtain passes, all served to intimidate the boatmen and stop canal navigation.

At the time of the Civil War, canal boats were privately owned, by individuals and by businesses both large and small. The canal was simply a highway or avenue to market that farmers, merchants and businesses utilized to send or receive goods. But as a result of Confederate interference with canal navigation at Harpers Ferry, actual and threatened,

few boat captains or boat owners were willing to risk their livelihoods, the value of their cargoes and perhaps detention and imprisonment by running their boats through the military gauntlet at Harpers Ferry. In addition, since a major destination for canal shipments, particularly coal, was Alexandria, Virginia, via the Alexandria Canal—now in Confederate territory—its location caused great uncertainty and anxiety among shippers and was a contributing factor to the near suspension of boating. Canal company records show that in only two weeks of boating in March, before the outbreak of the war, it collected over \$16,000 in tolls at all points on the canal. April was largely lost due to flooding, but in May, after the canal had been repaired and while the Confederates occupied Harpers Ferry, the company collected only \$657, and in June just \$206.

Lastly, Governor Hicks also referred the detention of Wenner's canal boat and other the border violations to the Maryland General Assembly, meeting in Extra Session in Frederick.

This article will continue in the December 2017 issue of *Along the Towpath*.



# The Very Important People in the Volunteers in Parks Program

By Jim Heins, VIP Coordinator

Lately, there has been some publicity focusing on the leadership of the VIPs. What is missing is the recognition of the folks who do all the work. Over the years, a large number of volunteers have graciously helped with a variety of projects. However, in recent years, as the scope of projects has been narrowed down to mostly manual labor type projects, many who were willing to help have understandably bowed out. Current projects include, but are not limited to, installing benches that, once installed, weigh around 500 lbs.; putting in waysides, those information/description signs in large frames (in excess of 100 since the VIPs restarted in 2005); and removing and replacing bulletin boards, trail sign posts, fences, and new lock signs.

Throughout this time and transition, one of the most important people involved with the VIPs is **Skip Magee**. He is my right arm and able assistant, who will do anything and everything, always with a smile. He supplies many of the tools needed on each job, transportation, encouragement and muscle. In the past five years, he has been involved in over 60 of these projects.

In addition to Skip, **Craig Roberts** has also endured many days with us providing much of the necessary labor. Craig, Jim Sneed, Skip and I were part of the four-man team that installed all of the new lock signs along the canal last year.

There are some volunteers who have helped a few times in this five year period and then there are those who have lent their time and their backs to as many as 20 of these projects. Included in this fantastic group is: **Jim Biasco, Mike Bucci, Joe D'Amico, Steve Dean, Linda Lightfoot, Tom Lightfoot, Rod Mackler, Dan Mick and Phil Travers. Barbara Sheridan**, our painter extraordinaire, fits into this list, as well.

In addition to these hard workers, there are a number of volunteers who help with the Potomac River Watershed Cleanup each year, as well as those who work hard with the GMC (Garlic Mustard Challenge) and the stewards at Swains. All of these folks are the Very Important People who support the VIP program and the park through their generous efforts.

Thank you all. It is an honor to be involved with you.



*Volunteers in Parks teams conduct a wide array of park projects.*

*Above – The park bench dedicated to Hilda Carpenter – Photo by Nancy Benco*

*Above right – One of the 72 lock signs installed to date – Photo by Steve Dean*

*Right – Mule fence installation at Great Falls – Photo by Steve Dean*





## On The Level By Level Walker Chair Steve Dean

*Level Walkers are Association members who take on a section of the canal to monitor and perform light trail maintenance. It is a popular way to get out on the towpath while you help the park you love. Contact me via email at [levelwalker@candocanal.org](mailto:levelwalker@candocanal.org) if you would like learn more. As you read our reports, you will see that it has been a busy summer on the towpath. Our level walkers have been doing their part to help keep the towpath clean, monitor trouble spots and report on activity. Many of us are eagerly awaiting fall!*

*We now have a level walker blog at [levelwalker.blog](http://levelwalker.blog) – if I haven't emailed you about it yet check it out. It's a great way to keep in touch with the program and receive the latest info. See you on the towpath!*

**Level 1 Tidelock to Incline Plane: Mary Budarz reports July 1:** I went out on a Saturday morning and did a cleanup. It was about half recyclables. **Jim Spangenberg reports July 15:** I led a group from the Church of the Redeemer on a cleanup in the area for Serve Day. We had six people who picked up trash around the Alexandria Aqueduct and we filled eight large plastic bags. **John Barnett reports Aug. 26:** I had the pleasure of taking my first long walk in a long time. I walked along the Georgetown waterfront to 34th Street, up to the canal and on to aqueduct. Then, on down the towpath to the construction area; around it and back onto the towpath to Rock Creek Parkway. I'm delighted to report that the whole path was clean as a whistle. No trash except some junk by the 29th St. Bridge, which is impossible to keep up with. I've never seen the towpath in better shape insofar as the trash aspect is concerned. My best to the powers that be!



*Church of the Redeemer group at Alexandria Aqueduct after a great team effort – Milton Greenberg*

**Level 3 Lock 5 to Cabin John Creek: Abigail Passeri reports June 25, and Aug. 15 and 16:** There was a DC Roadrunners race going on in June while I was walking along the towpath. There were a ton of them and they had a water station set up by Lock 6, but very respectful in terms of trash and cups. During the first August walk it was raining and cloudy; the next day it was a beautiful, sunny, summer day! The water levels are low and the canal is lush and grown up in some locations. The towpath was in good condition. Wildlife was scarce during these walks, with a few ducks and a cardinal sighted.

**Level 4 Cabin John Creek to Lock 14: Larry Heflin reports June through August:** The towpath was monitored over numerous walks, through all conditions. Nothing unusual was reported. The parking lot at Lock 10 is generally overfilled.

**Level 5 Lock 14 to Bridge at Cropley: John N and Frances M. Maclean report Aug. 12:** The walk was amazingly trash free. We picked up and are recycling a child's abandoned T-shirt in excellent condition. There are mass algae blooms and vegetation growths where it's narrow. The canal along this stretch is not usable by canoe or kayak. We saw fifty-60 hikers and several dozen bikers, including three C&O Canal volunteer bike patrollers. It was a beautiful day with heavy use of the canal. About a dozen dogs were observed on leashes. Somebody's getting the word out. The towpath was in excellent condition.

**Level 7 Lock 20 to Lock 21: Nancy Benco reports August 24:** Traffic on the towpath was surprisingly light, though it was a weekday. Estimated total about 30 bicyclers, runners, and walkers, along with one fisherman. The level of the water in prism was down 1 to 2 feet;

it was likely due to low water in the Potomac and/or damage to one of the locks just below Great Falls Tavern. **Jim and Lisa Goheen report July 8 and Aug. 18:** The level was busy with hikers, bikers and runners on both dates. There were 12 tents at Swains in July. There were no unusual wildlife sightings.

**Level 8 Lock 21 to Lock 22: Jack and Karen Forster report June 27:** It was one of the most diverse and pleasant walks ever. We saw a purple wildflowers patch, as well as two herons, a mother duck with ducklings, several turtles, a beaver on the canal, and two deer. A maintenance crew was out working. **Karen and Steve Appleton report Aug. 5:** Conditions were sunny and a pleasant 75 degrees. No towpath issues were reported, but there was quite a bit of trash at Swains Lock.

**Level 9 Lock 22 to Seneca Aqueduct: Sylvia Diss reports Aug. 14:** No trash; it was very clean, except for the trash in the lock itself at

Violet's lock. There were numerous towpath users out, including a family picnicking at Violet's Lock.

**Level 10 Seneca Aqueduct to Milepost 25: Carol Purcell reports June 26:** It was a great day for June; sunny with a light breeze. The lock house looks fine, so does the aqueduct. There was no debris field in front of or under the aqueduct. Someone is keeping it clear this summer. The usual sticks were on the towpath. There were still some flowers, but not nearly as rich as in early spring. I noted purple phlox, white phlox, yarrow, white aster and lavender aster; there were also Paw Paw fruits on some trees.

**Level 12 Sycamore Landing to Edwards Ferry: Pat Hopson, with Carol Ivory and Janet Kegg, reports July 15:** There were no bad conditions bad; we all were pleased to see that the Edwards Ferry area looked even better than usual. It had been freshly mowed and really looked good, and the Jarboe store and lockhouse both were undisturbed. Since I was last here, the Park Service has added two areas of surfacing material near the lockhouse, for the picnic table and the fire ring. Good! The towpath was in good shape all the way on this level. I continue to be pleased and impressed at what good shape it's been in since the 2014 resurfacing of this level; even after Friday's heavy rain, there were NO mud puddles.

**Level 13 Edwards Ferry to Harrison Island: Liz Wagner reports June 8:** It was a perfect day for walking along the C&O canal. Overall the tow path is in good condition. There had been rain three days before the walk and there were several areas that had puddles. The wood on the bridge at the Broad Run Trunk is quite weathered. A total of eight deer, several cardinals and what looked like two Arca-



dian fly catchers were seen along the length of the towpath. Also, three turkey vultures and a small garter snake between Mile 31 and 32 markers. A bat monitor was set up beside the Mile 32 marker.

*Levels 13 and 14 Edwards Ferry to Whites Ferry: Bob Robinson reports June 22:* Towpath in very good condition overall. Previous repairs seem to be holding up well. As usual, Edwards Ferry area had lots of trash to pick up. Several does with very young fawns highlighted the visit

*Level 15 Whites Ferry to Lock 26: Jon Wolz reports June 28, July 28 and Aug. 9:* Frequent walks are conducted on this level, often with black standard poodle Violet. Violet likes to stop and listen to bull frogs! Brush has been cleared around the culverts. An unusual find in July was an empty 40-pound sack, which was useful for trash pickup. The grill at the Marble Quarry hiker-biker is broken. Trash has been relatively light.

*Level 16 Lock 26 to the Monocacy Aqueduct: Mike Ciancoisi reports May 20:* I noted the sink hole near Lock 27. Despite the fact that water was leaking out through the sink hole, the water level in the prism from lock 27 to lock 26 was higher than normal (which is the opposite of what I saw at my last level walk in February). This is probably due to recent rain. I saw 33 people on bikes, and 40 people on foot, including seven who were fishing. I didn't see any dog walkers today. As usual for this time of year, most of the watered section of the prism on this section was covered by green algae-like plants. **Jon Wolz reports June 9, July 19 and Aug. 10:** In August, good news was reported on two issues. First, it was noted that the sink-hole near Lock 27 had been repaired. Significant work had been done by dumping a lot of gravel along the towpath/canal wall. Water is no longer leaking. It was also noted in August that debris was cleared from Culvert 65 and repairs were in progress. Water is low in the kayak course near the Dickerson power plant and the course is marked off by red danger tape. Numerous turtles were noted in June. Trash has been relatively light on the level during the summer.

*Level 17 Monocacy Aqueduct to Nolands Ferry: Earl Porter reports June 10, June 11 and July 25:* In June, there was quite a bit of trash, requiring two trips. There is a noticeable loss of stones on the granary ruins at Monocacy and the Nolands Ferry bridge abutment. The area was freshly mowed in July. **Laura Gilliam and Marion Robertson report May 18:** A large stone has fallen out of eastern wall of the Monocacy Granary. We removed some plant growth, which was extensive on inner eastern wall. We've seen so much growth before—perhaps it was a mild winter? Most trash was in the fishing areas. There is evidence of illegal fires in those areas.

*Level 19 Point of Rocks to Catoctin Aqueduct: June Miller reports June 8 (with Carol Winckler), and July 3 and Aug. 21 (both with Cathy Guzauskas):* The June walk was on a perfect weather day, and included many wildlife sightings. We observed many dragonflies, two deer, frogs, three butterflies, squirrels, a dozen turtles and 40 species of birds. The birds included four kinds of wood warblers, and a wonderful, long, close-up look at a prothonotary warbler. Conditions were dry in July, and I took my yellow Labrador retriever, Gracie, for her first level walk. We went for a level walk during the solar eclipse in August. A highlight was that the entrance road at Point of Rocks was in much better condition after some pothole repairs. **Jim Spangenberg reports July 19:** An enormous

sycamore recently fell across the tow path and was quickly cleared by the NPS. I removed some of the remaining branch pieces from the towpath. There was a lot of trash at the Landers and Point of Rocks boat ramp areas.

*Levels 19 and 20 Point of Rocks to Lock 30: Don Peterson reports June and August:* Towpath was monitored over numerous walks. Conditions are generally good on both levels, and no significant issues were reported. An inventory of flowering plants is maintained; during June, 23 different types were recorded and 25 different types were reported in August.

*Level 20 Catoctin Creek Aqueduct to Lock 30: Doug Zveare reports June 28:* Towpath erosion under the wooden walkway above Culvert 82 continues to be a concern. Culvert 85 (mile 53.97) is completely silted in to the level of the towpath and berm. Water appears to be flowing along the berm to culvert 84, at mile 53.59. The hobo/squatter who was living in a tent at the mouth of Little Catoctin Creek is no longer there but his debris is.

*Level 22 Lock 31 to Lock 33: Tom Crouch reports June 17, July 8 and Aug. 6 (with Alex Wyatt):* An abandoned bicycle in poor condition with one flat tire was found in the brush near Lock 31 in June. Thinking that perhaps the owner might have left the bike and walked to get a new tire, I did not remove it, but set it against a tree on the right side of the towpath, across from the spot where it was found. It was gone in July. This level has high amounts of trash. In August, I started using my new bike trailer to haul the trash out. We encountered one particularly cheerful fellow near Lock 31 in August. He was a 63-year-old Army veteran. In spite of a 90 percent disability, he was hiking the Appalachian Trail, having started from Springer Mountain, Georgia, two months ago. **Karlen Keto reports Aug. 28 and 30:** On the first walk it was necessary to assist a biker who had an accident on the towpath at the Lock 31 upstream waste weir. On the second walk nothing unusual was encountered. Wildlife consisted of three turtles sunning on one log and noisy insects. The towpath was in good shape.

*Level 25 Dargan Bend to Lock 37: Lynn and John DiCarlo report May 25:* Conditions were good and towpath use was light.

*Level 26 Lock 37 to Antietam Aqueduct: Lynn and John DiCarlo report May through August:* Six walks were conducted during May through August. No issues were reported. Assistance was provided in May to a family who was checking out the area in preparation for a kayaking trip

*Level 27 Antietam Aqueduct to Lock 38: Steve Dean reports June 2:* There was a bit of trash along the towpath and at Lock 38. The towpath was surprisingly quiet despite the pleasant weather. The campground was about a quarter full and a local person was fishing from the aqueduct. **Jonnie and Joyce Lefebure report June 8:** The level was clean; even the fishing areas. A group of eight middle aged bikers from Ohio, all wearing GAP tee shirts, said they started at Pittsburgh five days earlier. They asked about the towpath from there to Georgetown, commenting on the roughness of the towpath in places.

*Levels 28 and 29 Lock 38 to Snyders Landing: Clifford Smith reports June 24, and Aug. 18 and 20:* There wasn't much to report in June except for a bit of trash. The August walks were after heavy rainstorms. The towpath had remarkably few puddles and muddy sections, which was surprising, but if my memory serves me, this

section was resurfaced in 2015 and is in very good condition. Large numbers of twigs and small branches which I cleared using my patented “twig flicking stick.”

**Level 30 Snyders Landing to Lock 40: Charles Connolly reports Aug. 6:** There was quite a few puddles following recent heavy rain, many were across the entire towpath. I moved many downed tree limbs; one was too large to move. Several drink containers were in Lock 40.

**Level 32 Marsh Run Culvert to Dam 4: Steve Dean reports June 17:** It was a humid and rainy morning, and a few deer were the dominant wildlife. I was early, so there wasn't much activity on the towpath. It was a very enjoyable late spring walk. I took a close look at Culvert 116 and it is in good condition.

**Level 33 Dam 4 to McMabons Mill: Steve Dean reports June 2:** There was quite a lot of fishing related trash at McMahon's Mill and along the walkway. Dragonflies and damselflies were out, especially around the Dam 4 lock. The river was busy with boat activity.

**Level 34 McMabons Mill to Opequon Junction Hiker Biker: Trent Carbaugh reports June 10 (with Debra Carbaugh), July 9 and Aug. 5:** Two leashed dogs one with a walker and one with a bicyclist in June; this one was highly interesting. A concealed fawn was noted. In July, several downed trees were noted and there was a considerable amount of trash at the “swimming hole.” In August, the first part of the level was surprisingly clean. There were six fisherpersons; all catching catfish. I encountered a through rider from Cincinnati, Oh, who had been to Washington D.C. and was on his way back to Cincinnati. **Tom Perry reports June 19:** There were no issues on the towpath. There was some wood debris, which I disposed of.

**Level 36 Lock 43 to Falling Waters: Dick Ebersole reports May 26:** I met a couple from Michigan around Mile 93 who had driven to Cumberland and intended to ride to Washington, then catch Amtrak back to Cumberland. One of them had a tire blow-out and asked me where the nearest bike shop was. I told him it was too far to push his bike, so I transported them to the bike shop in Shepherdstown.

**Level 39 High Rock Quarry to Nettle Railroad Piers: Stefanie Boss reports June 15:** There was very little trash. A group of school children was out. The few flowers I saw were day lilies, Queen Anne's Lace and phlox.



*Optimistic Fisherman at Widewater – John N Maclean*



*Great blue heron near Harpers Ferry – Avery Bayse*



*American Snout – Paul Petkus*



*Trent Carbaugh downed tree – Debra Carbaugh*



*Mom duck and ducklings in Oldtown – Marsha Dulz*

**Level 43 McCoys Ferry to Fort Frederick: Jill Craig reports Aug. 12:** It was cloudy with thunder and then a great storm. We thought we could make it back before the storm but we didn't. I understand better now why the towpath is so muddy at times. The water has nowhere to go, there is no drainage in the compacted clay. There was abundant verdant growth. In a couple of the steep drop-offs over the culverts, it was really hard to see the water and certainly the culvert wall.

**Level 44 Fort Frederick to Ernstville: Jim Bisasco reports July 2:** The towpath very clean like usual. It was bit early on a Sunday morning for much traffic. There is one major pot-hole needing repair at Mile 113.8. It is deep and is a safety hazard to bikes. In general, the towpath surface is in need of surface work over most of the level. There was not much wildlife except for a few rabbits with little fear of humans.

**Level 45 Ernstville to Licking Creek Aqueduct: Dennis Kubicki reports July 18:** Despite the limited rainfall, the canal features several distinct prism conditions. Some sections exhibit dense algae formations; others have relatively clear water of a dark brown hue. In other sections there is no standing water but a very viscous-looking mud. Except for ash, the trees and bushes along the towpath were verdant and in abundance. Multi-flora rose seems to be pervasive throughout the level.

**Level 46 Licking Creek Aqueduct to Little Pool: Bert Lustig and Patricia Graybeal report June 22:** Crews were repaving towpath with very fine gravel. Areas that hadn't been rolled were very soft as were some edges. Some bicycle rutting was noted. Crews were working upstream to Mile 119 and the new paving appeared to have started about Mile 117. Trash was all in the Licking Creek Hiker-Biker camp.

**Level 47 Little Pool to Hancock: Mike and Judi Bucci, with John Leary, report June 22:** We inspected structures from prism, as summer growth deterred going off trail. All culverts showed flow underneath. There were hissing geese at Hancock. There was light towpath use. Most trash was around the Hancock parking area.

**Levels 47 (upper) and 48 Lock 51 to Round Top Cement Mill: Phillip M. Clemans reports June 16 and 17:** The first day went from sunny to monsoon-like conditions; the second day was as lovely a day as could be produced. Conditions were lush, and the



rain didn't stymie my joy of the towpath. There was a mess of robins near Hancock, and noisy pileated woodpeckers near the cement mill. There was a chair and a garbage can in the canal in Hancock. I fashioned a drag line from rope and dragged the chair out, but couldn't get the can.

**Level 49 Round Top Cement Mill to Lock 53: Paul Petkus reports July 8:** Towpath use was relatively light, but there was quite a bit of river activity. No changes were detected in the structures that were inspected. Bee Balm, Crown Vetch, and clover were the plants most frequently seen in bloom on the level. Viper's Bugloss and Common Mullein were blooming in front of the kilns at the cement mill. Cricket Frogs, Green Frogs, and Bullfrogs were heard throughout the day. A few turtles sunned in the prism. Small fish swam in the water at Lock 53. **Kristin Zimet reports Aug. 18:** The cement mill wall is threatened by ailanthus, box elder, poison ivy, etc. Ailanthus trees on the bottom of Lock 53 are getting large. I cleared many branches from the towpath. Crickets trilled constantly, with cicadas and katydids and green frogs chiming in. Three groups of wood ducks rose squealing in alarm; a great blue heron let me walk nearly past. I found turkey feathers on the ground in 10 widespread places. Fewer birds were calling than usual—anticipating the storm?—but I heard fish crows, pewees, a few red-bellied woodpeckers, Carolina wrens and even one yellow-billed cuckoo. Young red-shouldered hawks were carrying on loudly. Red-spotted purple butterflies and great spangled fritillaries drifted about. The mud held the prints of numerous deer and one fox.

**Level 54 Lock 59 to Lock 60: Dennis Kubicki reports July 31:** The previous week witnessed some torrential rain in the area. As a result, there was a good deal of mud, ruts and pooled water from Little Orleans through to Lock 60. Some of the pools of water extended completely across the towpath to a depth of a couple of inches. All along the towpath there was randomly scattered deadfall consisting of small-to-medium sized branches. None represented a major obstruction to hikers or bikers. The vegetation along the path had been mowed within approximately the last two weeks. When one observed the forest generally while looking straight-on one gets the impression that the forest is healthy. But when one looks up one can see the bare branches of trees that have been impacted by the emerald ash borer in many places.

**Level 55 Lock 60 to Culvert 208: Paul Petkus reports June 24:** Rain from the remnants of tropical storm Cindy fell in the area within the previous 24 hours. Numerous puddles on the towpath remained as evidence. Blooming plants were sparse. Although the tree canopy provides ample shade for comfortable walks it also blocks the sunlight that would benefit wildflowers. Butterflies were frequently seen throughout the afternoon and 10 species

were identified, including American snouts. It was the first one that I've identified within the park. Wood ducks were seen, red-bellied woodpeckers were heard and green frogs were seen and heard. Three bat monitors were set up along the level.

**Level 60 Opposite Little Cacapon to Town Creek Aqueduct: Trent Carbaugh reports July 22:** It was foggy early, then clearing with slight haze. Culvert 215 was about the same, but Big Run was dry. There was puddling on the level due to recent storms but not bad. Grass is high but not unduly so and there were many thorn branches hanging out into the towpath that I removed. Just past the waste weir there was a larger sycamore limb down on the towpath, which I cut out and moved.

**Level 61 Town Creek Aqueduct to Lock 68: Steve Johnson reports May 30:** Recent monsoon-like rains had turned low parts of the towpath into a mud bog making walking dry a challenge, bikers were typically covered in mud. The makeshift center support (wooden pole) of the old crossover bridge at the lockhouse has been kicked out of place. **Trent Carbaugh reports Aug. 15:** There was light rain, mist and fog after heavy rains the night before. I noted 12 long distance cyclists and an NPS work crew. Most trash was in the parking area at Town Creek.



*Going to the dogs! – We decided to feature some of our canine level walkers in this report. Clockwise from upper left: 1. Chessie accompanies Karlen Keto on all her walks in the various levels she covers in the Harpers Ferry area. Chessie especially likes ice cream stops in Harpers Ferry! 2. Myrna (Loy) knows her way around Level 51, and other canal sections, as she helps Bill and Chris Holdsworth on their level walks. 3. Gracie recently discovered level walking and plans to keep June Miller company on many future level walks on Level 19. 4. Tux likes long walks on the canal with honorary Culvert Crawler Linzy French. Here he surveys the canal at Lock 27, a favorite spot. We love level walker dogs – send a photo with your next report!*





## Calendar of Events - 2017

Sep 23, Sat, Nature walk focusing on birds, 8 a.m. to about 11 a.m., at Sycamore Landing. Association member Kurt Schwarz of the Maryland Ornithological Society will lead the group. For more information, contact Kurt at krschwa1@verizon.net or 410-461-1643 (home) or 443-538-2370 (cell). Walk will be canceled in case of inclement weather. If in doubt, contact Kurt.

Sep 24–28, Sun–Thu, *World Canals Conference*, Syracuse, NY. For more information, see [wcc2017syracuse.com/](http://wcc2017syracuse.com/).

Oct 4–9, Wed–Mon, Through bike ride, Cumberland to Georgetown. No sag wagon provided. Reservations required; all available slots are taken. Contact: Pat Hopson, 703-379-1795 or [phopson727@verizon.net](mailto:phopson727@verizon.net).

Oct 7, Sat, Nature Walk focusing on tree identification, 1-3 p.m., Carderock Recreation Area. Second of two walks in the same area to observe seasonal changes. Semi-brisk pace and a few semi-steep hills to see two Montgomery County champion trees, among other species. Wear sturdy shoes; optional: bring a hiking stick, water, snack and tree ID book. Meet at the eastern-most parking lot (turn left after the tunnel under the canal). Leader: Ralph Buglass, [rbuglass@verizon.net](mailto:rbuglass@verizon.net); 617-571-0312 (cell for day of the walk).

Oct 7-8 Sat-Sun, 34th Annual Railroad Days, downtown Brunswick, 10 a.m.-5 p.m. Train rides, live music, arts and crafts vendors. Visit [brunswickmd.gov](http://brunswickmd.gov) for further information.

Oct 8, Sun, Board Meeting, 1:00 p.m., at Williamsport Town Hall, 2 North Conococheague St.

Oct 18, Wed, Federal advisory commission, C&O Canal NHP, 9 a.m.-3 p.m., at park headquarters, 1850 Dual Highway, Hagerstown, Md.

Oct 28, Sat, Annual Heritage Hike and Dinner. The hike and dinner will take place in Hancock, Md. See page 1 of this newsletter for details. For more information, contact Steve Dean at [programs@candocanal.org](mailto:programs@candocanal.org) or 301-904-9068.

Nov 19, Sun, Continuing Hike Series, 10:30 a.m., Fort Frederick (mile 112.4) downstream. Contact Pat White (301-977-5628 or [hikemaster@candocanal.org](mailto:hikemaster@candocanal.org))

Dec 3, Sun, Board Meeting, 1:00 p.m., at Glen Echo Town Hall, 6106 Harvard Ave.

Dec 10, Sun, Frostbite Hike: Washington City Canal, 10:30 a.m., starting at Half Street entrance to the Navy Yard-Ballpark Metro station. The group will follow the path of the Washington City Canal, which interchanged with the C&O Canal in the 19th century. The group will hike 5.7 miles from the Anacostia River to Georgetown. Afterwards you can take advantage of the many eateries in Georgetown for lunch. Contact Bill Holdsworth (301-762-9376 or [website@candocanal.org](mailto:website@candocanal.org)).

Liability waivers are required for many of these Association activities. Hikes require proper footwear.

For all nature walks bring your favorite identification book, water, and a snack; a walking stick is optional.

Contact information is provided for the earliest event coordinated by the contact. Additional event details will be included in the newsletter prior to the event.

## Continuing Hike Series

Our last Continuing Hike of 2017 will be the Sunday before Thanksgiving (19 November) from Ft. Frederick downstream to Four Locks, 7 to 8 miles round trip.

This section contains several items of interest including a stop gate at the beginning of the walk, several large culverts including the road culvert at McCoy's Ferry (excellent acoustics in the culvert), and the historic structures at Four Locks.

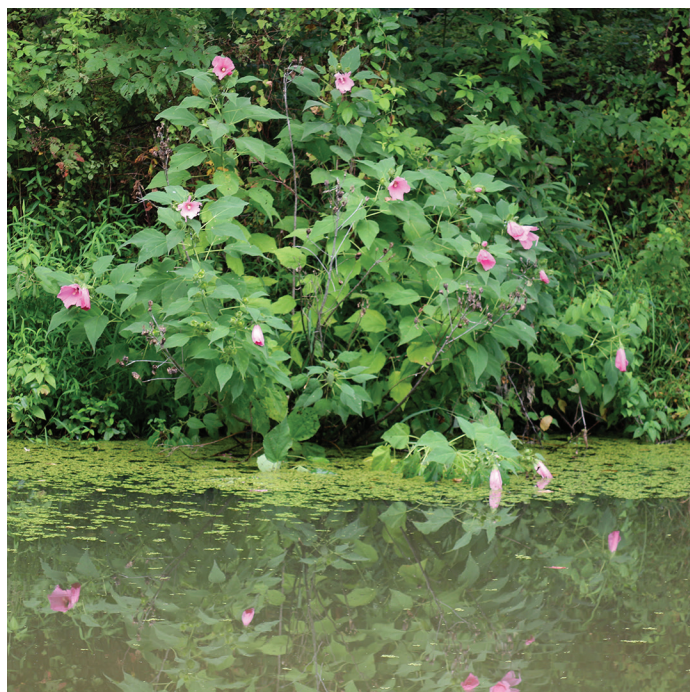
We will probably eat lunch at the Four Locks Picnic area.

As usual dress for the weather, bring water and lunch. There will probably be open facilities at Four Frederick and latrines at McCoy's Ferry, North Mountain Hiker-Biker (Mile 110 – alternate lunch stop), and Four Locks.

Directions: take MD 68 from I-70 and follow the signs into Ft. Frederick and park as close to the canal as possible by following directions to the fort and camping area. Although there is a small parking area at the canal, the closest parking may be at the fort if the road is closed beyond.

For further information contact me at 301-977-5628 or at [hikemaster@candocanal.org](mailto:hikemaster@candocanal.org).

– Pat White



**Swamp Mallow Rose** – William Bauman and Champ Zumbrun noted that swamp mallow rose (*Hibiscus moscheutos*) was in bloom around Lock 75 during the first two weeks of August. The watered section of canal around and above Lock 75 abounds with flora and fauna. *Photo by Champ Zumbrun*



# C&O CANAL

## NATIONAL HISTORICAL PARK

### Telephone Numbers and Personnel

#### C&O Canal National Historical Park Headquarters

1850 Dual Highway, Suite 100, Hagerstown, MD 21740

Superintendent	301-714-2202	Kevin Brandt
Deputy Superintendent	301-714-2200	John Noel
Assistant to the Superintendent	301-714-2201	Linzy French
Chief Ranger	301-714-2222	Ed Wenschhof
Chief of Business Management	301-714-2204	Kris Butcher
Chief of Resource Mgmt.	301-714-2225	Jeri DeYoung
Chief of Maintenance	301-714-2211	Greg Kniesler
Chief of Interpretation, Education and Volunteers	301-714-2238	Catherine Bragaw
Partnerships Coordinator	301-714-2218	Ben Helwig
Volunteer Coordinator	301-491-7309	Emily Hewitt
Cultural Resources Manager/Historian	301-491-2236	Sophia Kelly
Librarian	301-714-2220	Karen Gray
Safety Office	301-745-5804	John Adams
IT Specialist	301-745-5817	John Lampard

**Palisades District** Milepost 0 (Tidelock) to Mile 42.19 (Monocacy River)  
11710 MacArthur Blvd, Potomac MD 20854

Interpretive Supervisor	301-767-3702	Pete Peterson
District Ranger Law Enforcement	301-491-6279	Joshua Cunningham
Supervisory Visitor Use Assistant	301-767-3703	Shaun Lehmann
Georgetown Interpretive Supervisor	240-291-8466	Brendan Wilson

**Great Falls Tavern Visitor Ctr** 301-767-3714  
11710 MacArthur Blvd, Potomac MD 20854

**Western Maryland District, mile 42.19 (Monocacy River) to Milepost 184.5 (Canal Terminus, Cumberland, MD)**

District Ranger Law Enforcement	301-722-0543	Todd Stanton
Cumberland Subdistrict	301-722-0543	
Hancock Subdistrict	301-678-5463	
Ferry Hill Subdistrict	301-714-2206	

**Williamsport Visitor Center** 301-582-0813  
205 West Potomac St., Williamsport MD 21795

Supervisory Park Ranger	240-625-2931	Matt Graves
-------------------------	--------------	-------------

**Hancock Visitor Center** 301-745-5877

439 East Main St., Hancock MD 21750

Supervisory Park Ranger		Rita Knox
-------------------------	--	-----------

**Cumberland Visitor Center** 301-722-8226  
Western Maryland Station, Cumberland MD 21502

Supervisory Park Ranger		Rita Knox
-------------------------	--	-----------

#### OTHER USEFUL TELEPHONE NUMBERS:

Great Falls Boat Operation	301-767-3714
Boathouse at Fletcher's Cove (concessionaire)	202-244-0461
Carderock and Marsden Reservations	301-767-3731
Canal Quarters Program	301-714-2233

**24-HOUR EMERGENCY**  
(TOLL FREE): 1-866-677-6677  
HAZARDS CHOH\_Hazards@nps.gov

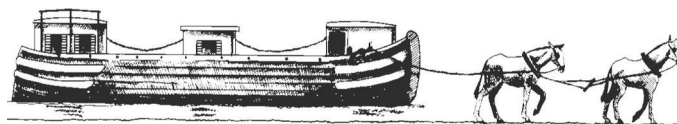


**Along the Towpath** is published in March, June, September, and December by the C&O Canal Association (C&OCA), P.O. Box 366, Glen Echo, MD 20812-0366. Material for consideration may be submitted to the Editor at that address, for receipt by the 15th of the month prior to publication. Electronic submission is preferred: [editor@candocanal.org](mailto:editor@candocanal.org).

**Editor and Producer:** Steve Dean

**Associate Editors:** Tom Aitken, Dave Johnson, Don Juran, Nancy Long, and Ned Preston.

*Printed by HBP, Hagerstown, Md. [www.hbp.com](http://www.hbp.com)*



## C&O CANAL ASSOCIATION

Membership in C&OCA is open to all persons with an interest in the C&O Canal, the C&O Canal National Historical Park, and the Potomac River Basin. Annual membership dues are: \$15 individual, \$20 family, and \$25 patron, assessed on a calendar-year basis, and include subscription to the newsletter. Dues should be mailed in to the C&O Canal Association, P.O. Box 366, Glen Echo, MD 20812-0366. C&OCA is a non-profit organization as defined by section 501(c)(3) of the Internal Revenue Code, and all contributions are tax deductible to the fullest extent of the law. A copy of our current financial statement is available upon request by writing to C&OCA at the address above or calling 301-983-0825. Documents and information submitted to the State of Maryland under the Maryland Charitable Solicitations Act are available from the Office of the Secretary of State for the cost of copying and postage.

C&OCA maintains a home page at [www.candocanal.org](http://www.candocanal.org). The webmaster is [webmaster@candocanal.org](mailto:webmaster@candocanal.org). C&OCA also maintains a telephone number for recorded information and inquiries: 301-983-0825.

#### 2017 Association Officers

**President:** Bill Holdsworth, 10 Radburn Ct., Rockville MD, 20850, 301-762-9376, [president@candocanal.org](mailto:president@candocanal.org).

**First Vice President:** Rod Mackler, 944 N. Potomac St., Arlington VA 22205, 703-536-1737, [firstvp@candocanal.org](mailto:firstvp@candocanal.org).

**Second Vice President:** Steve Dean, P.O. Box 132, Saint Leonard MD 20685-0132, 301-904-9068, [levelwalker@candocanal.org](mailto:levelwalker@candocanal.org).

**Secretary:** Susan VanHaften, 944 N. Potomac St., Arlington VA 22205, 703-536-1737, [secretary@candocanal.org](mailto:secretary@candocanal.org).

**Treasurer:** Richard Radhe, 8902 Skyrock Court, Columbia MD 21046, 410-302-2721, [treasurer@candocanal.org](mailto:treasurer@candocanal.org).

**Information Officer:** Pat White, 66 Oak Shade Road, Gaithersburg MD 20878, 301-977-5628, [inquiries@candocanal.org](mailto:inquiries@candocanal.org).

**Board of Directors:** (terms expire in 2020): Chris Cerniglia, Jill Craig, Jonnie Lefebure, Bert Lustig, Doug Zveare. (terms expire in 2019): Tom Aitken, Nancy Benco, Barbara Sheridan, William R. Stewart, Jim Tomlin. (terms expire in 2018): Dick Ebersole, Kerry Gruber, Jim Heins, Christine Holdsworth, Anthony Laing.

**Committees** (contact at C&OCA address/tel. no. above): Archives, Susan VanHaften; Auditing, John Wheeler; By-laws, Dave Johnson; Editorial Review, Steve Dean; Environmental, Rod Mackler; Festivals, Rita Bauman; Finance, Richard Radhe; Legal Advisory, John Wheeler; Level Walkers, Steve Dean; Membership, William R. Stewart; Nature, Marjorie Richman; Nominating, Steve Dean; Programs, Steve Dean; Sales, Jill Craig; Special Projects, Bill Holdsworth; Volunteers in the Park (VIP), Jim Heins.

CHESAPEAKE & OHIO CANAL ASSOCIATION INC.

P.O. Box 366

Glen Echo, MD 20812-0366

## Along The Towpath

Chesapeake & Ohio Canal Association

[www.candocanal.org](http://www.candocanal.org)

PRESORTED  
First Class Mail  
U.S. Postage  
**PAID**  
Hagerstown MD  
Permit No. 93

**FIRST CLASS MAIL**



*Culvert 166 is located just over a mile below Little Pool. The barrel and river side arch are shown here. The culvert empties directly into the Potomac River. The river side arch has a wall on either side to protect the embankment. A waste weir is located directly over the upstream (berm) arch. Photos by Steve Dean*



### *In This Issue*

Heritage Hike . . . . .	1
President's Report . . . . .	3
A Budapest to Belgrade Cruise . . . . .	4
Nature Notes . . . . .	6
Nature Programs . . . . .	7, 9, 10
Culvert 2 Restoration Update . . . . .	8
Across the Berm . . . . .	11
Park Project Status . . . . .	11
Accompanied by the Past . . . . .	12
Patowmack Canal Paddling Trip . . . . .	15
Youth Conservation Corps . . . . .	16
Donors to Association Funds . . . . .	17
Uncertain and Precarious . . . . .	18
New Members . . . . .	20
Volunteers-in-Parks . . . . .	21
On the Level . . . . .	22
Calendar . . . . .	26
Continuing Hike Series . . . . .	26
Swamp Mallow Rose at Lock 75 . . . . .	26
Contacts . . . . .	27